

# Missouri State Fleet Efficiency and Alternative Fuel Program

Annual Report  
State Fiscal Year 2015

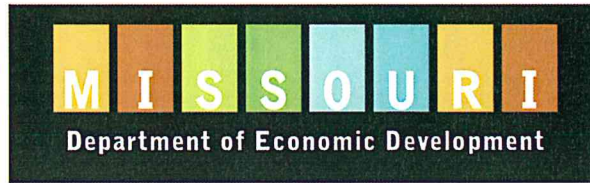


Division of Energy

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Jeremiah W. (Jay) Nixon  
Governor



Mike Downing, CECD  
Director

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**DIVISION OF ENERGY**

The Fuel Conservation for State Vehicles Program statute, Sections 414.400 - 414.417 RSMo, and the federal Energy Policy Act establish guidelines for Missouri state agencies to manage transportation fuel consumption and promote the use of clean domestic alternative fuels.

All state agencies are obligated to report their progress annually to the department's Division of Energy for the development of the Missouri State Fleet Efficiency and Alternative Fuels Program Annual Report.

We are pleased to submit for your consideration this report for state fiscal year 2015 on state fleet efficiency and alternative fuels use.

Sincerely,

DIVISION OF ENERGY

A handwritten signature in blue ink, reading "Kristy Manning". The signature is written over the printed name and title.

Kristy Manning  
Director

KM:jrc



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## I. Executive Summary

In 1991, the Missouri General Assembly set standards for economically and environmentally responsible state fleet management by enacting Sections 414.400 - 414.417, Revised Statutes of Missouri (RSMo), also known as the Fuel Conservation for State Vehicles Program (Appendix A). The intent of this legislation was to encourage the increase of the average fuel efficiency of the state fleet and the use of cleaner alternative transportation fuels in state vehicles. The statute provides for an annual state fleet report to be compiled by the Department of Natural Resources.<sup>1</sup> The annual state fleet report is compiled by the Division of Energy and includes, but is not limited to, annual fuel consumption, number of vehicles operated, vehicle miles traveled, average fleet fuel economy, estimated cost savings, and the state's use of alternative fuels. Fleet data submitted to the department by the reporting agencies is provided in Appendix D. This report covers fiscal year (FY) 2015, July 1, 2014 through June 30, 2015.

All Missouri state agencies (or "agencies") are required to comply with the statute and are subject to one or both of the fleet efficiency and alternative fuel requirements. Agencies report annually to the department's Division of Energy (the "division"), vehicle operating data on their respective fleets that includes the information listed above. The statute includes light-duty vehicles which are defined as vehicles under 8,500 pounds gross vehicle weight rating. State agencies operated a total of 12,253 vehicles during fiscal year 2015 (Table 3), of which 4,006 were eligible to meet the vehicle fuel efficiency and alternative fuel requirements (eligible vehicles) as described in the statutes. Another 8,247 vehicles were reported as exempt from meeting those requirements (exempt vehicles).

For the eligible vehicles, agencies reported logging a total of 47,087,114 miles and using 2,035,501 gallons of gasoline; 131,185 gallons of 85 percent ethanol (E85), including E85 used in exempt vehicles; 380 gallons of propane, including propane in exempt vehicles; zero cubic feet of compressed natural gas (CNG); and 2,275 kilowatt hours (kWh) of electricity (67.6 gasoline gallon equivalents or GGE). In FY 2015, state employees drove 1.7 percent more state fleet miles than in FY 2014. Gasoline usage increased by 3.4 percent; E85 usage decreased by 18.7 percent; propane usage decreased by 34.9 percent; and CNG usage remained at zero.

Agencies also reported the use of biodiesel in state vehicles in FY 2015 and although biodiesel will normally be used in vehicles designated as exempt under the statute, the U.S. Department of Energy (US DOE) defines biodiesel blended at levels of 20 percent<sup>2</sup> or greater an alternative fuel. For purposes of this report and to ensure reporting consistency, the reported quantities for blends of biodiesel less than the 100 percent blend level have been converted to its equivalent if purchased at a 100 percent level. Using this conversion, the combined total of biodiesel used by state agencies during the reporting period was 253,457 gallons which equates to 1,267,285 gallons of biodiesel blended at the 20 percent level. A big factor aiding the Missouri Department of Transportation's (MoDOT) diesel and biodiesel consumption during winter months is the on-

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<sup>1</sup> Per Executive Order #13-03, the Division of Energy was transferred from the Department of Natural Resources to the Department of Economic Development effective August 28, 2013. The transfer included "all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges" of the division. Therefore, the reporting requirements fall under the responsibility of the Department of Economic Development (the "department"). A copy of the Executive Order #13-03 is provided in Appendix A.

<sup>2</sup> A biodiesel blend level of 20 percent is the most commonly used.

site access to biodiesel fuel tanks.

Vehicle fuel efficiency standards described in the statute require that agencies purchase new vehicles that meet or exceed standards set by the U.S. Environmental Protection Agency (EPA). Under these standards, new vehicles purchased by state agencies are required to meet or exceed the corporate average fuel efficiency (CAFE) standards.

Per rules established and published by the NHTSA and EPA in the Federal Register May 7, 2010, starting with model year (MY) 2012 vehicles, automakers are required to improve fleet-wide fuel economy and reduce fleet-wide greenhouse gas emissions by approximately five percent each year. The National Highway Traffic Safety Administration (NHTSA) has established fuel economy standards for the combined industry-wide fleet that increase each year reaching an estimated 34.1 mpg by MY 2016 and 40.8 mpg by MY 2020.

NHTSA is required by the Energy Independence and Security Act of 2007 (EISA) to set a minimum fuel economy standard for domestically manufactured passenger cars in addition to the attribute-based passenger car standard. The agency's estimates for the MY 2015–2017 CAFE standards are provided in the Average Fleet Fuel Economy section of this report.

During the 2015 fiscal year, the overall average fuel efficiency of new vehicles reported by agencies was 39.1 mpg for passenger cars and 31.0 mpg for light-duty trucks.<sup>3</sup> Most of the 28 reporting agencies that purchased passenger cars or light duty trucks exceeded the required CAFE standards.

After January 1, 2008, the Commissioner of the Office of Administration was required to ensure that at least 70 percent of new state fleet vehicles are flexible fuel vehicles (Section 37.455). As determined by the US DOE, state fleets may satisfy their Alternative Fuel Vehicle (AFV) acquisition requirements in model year 2014 and later by acquiring light duty non-AFV Hybrid Electric Vehicles (HEV). An agency will earn one-half credit for the acquisition of each non-AFV HEV. Of the 28 reporting state agencies, 15 met or exceeded the statutory requirement, 5 state agencies did not meet the statutory requirement, and 8 agencies were not required to meet the statutory requirement.<sup>4</sup>

The statute requires that at least 30 percent of all fuel used in eligible, state-owned AFVs, be the designated alternative fuel. During FY 2015, six percent of all fuel used in eligible AFVs was the designated alternative fuel. However, the statute provides for state agencies to take credit toward meeting their 30 percent goal by the use of alternative fuel in exempt vehicles and including in the numbers reported. When the biodiesel used to refuel exempt diesel vehicles and the other fuels used in exempt AFVs are included in the calculation, the percent of alternative fuel reported used rose to 18 percent, but lower than the previous year.

For many agencies it has been a challenge to meet the 30 percent requirement in part due to the

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<sup>3</sup> Note that the CAFE numeric system awards additional credit for purchase of alternative fuel vehicles. This credit can significantly increase the CAFE rating of vehicles purchased and accounts for the high overall efficiency of new vehicles acquired.

<sup>4</sup> By statute, a state agency is not required to meet the AFV purchasing requirement if it did not purchase any new vehicles or they operated 15 or fewer eligible vehicles.

reduced price differential of E85 when compared to gasoline and also in part due to the lack of availability of refueling stations that offer E85 fuel at locations that are convenient for state vehicle refueling. Agencies use Executive Order (EO) 95-05, which provides guidelines for when to consider E85 price competitive, as a guide in determining the feasibility of using alternative fuel when refueling.

[http://www.sos.mo.gov/library/reference/orders/1995/eo1995\\_005.asp](http://www.sos.mo.gov/library/reference/orders/1995/eo1995_005.asp)

The division has worked throughout the reporting period to promote the continued and increased use of alternative fuels and has provided technical and programmatic assistance to state agencies. MoDOT continues to install signage at exits along divided highways to indicate alternative fuels availability. A survey was taken of state fleet managers to gather input on how to improve alternative fuels use in the state fleet. The results of this survey were utilized as a basis for discussion by the fleet managers at the August 2015 State Fleet Managers Workshop as a means to encourage alternative fuels use.

In addition, the division has designed alternative fuel signs for state agencies to place at their respective fleet lots. These signs remind state employees to refuel with the appropriate alternative fuel in AFVs whenever possible. E85 magnets, static window stickers and fuel door stickers are also available from DE. Colored labels for vehicle packets are available to identify AFVs and directions are provided for refueling facilities. The division strongly urges state agencies to include in packets for E85 vehicles the E85 station listing. A [link](#) to E85 station locations has been made available for agencies to distribute through their e-mail group address list.<sup>5</sup> In summary, agencies reported decreased total fuel consumption during FY 2015 while logging an increased number of total miles traveled. The division encourages all stakeholders to share ideas that would further efforts to improve fleet efficiency.

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<sup>5</sup> The E85 station listing can be found at [www.afdc.energy.gov/locator/stations/](http://www.afdc.energy.gov/locator/stations/).



## II. Introduction

In 1991, the Missouri General Assembly set standards for economically and environmentally responsible state fleet management by enacting Sections 414.400 - 414.417, RSMo, also known by the title Fuel Conservation for State Vehicles Program (Appendix A). The intent of this legislation was to encourage an increase of the average fuel efficiency of the state fleet and the use of cleaner alternative transportation fuels in state vehicles. The statute provides for an annual state fleet report to be compiled by the department which includes, but is not limited to, annual fuel consumption, number of vehicles operated, vehicle miles traveled, average fleet fuel economy, estimated cost savings and the state's use of alternative fuels. The annual state fleet report is compiled by the Division of Energy. Fleet data submitted to the department by the reporting agencies is provided in Appendix D. This report covers the period of fiscal year 2015, July 1, 2014, through June 30, 2015.

All Missouri state agencies (or "agencies") are required to comply with the statute and are subject to one or both of the fleet efficiency and alternative fuel requirements. The statute covers passenger cars and light-duty vehicles, defined as those under 8,500 pounds gross vehicle weight rating. The department is required to prepare an annual report on the Fuel Conservation for State Vehicles Program. State agencies that do not meet the requirements for purchase of alternative fuel vehicles must obtain a waiver from the Office of Administration (OA) before purchasing any light-duty vehicle other than an AFV. OA is required to ensure compliance with purchasing guidelines of AFVs and efficiency standards of conventional fuel vehicles.

State agencies have the opportunity to stretch operating budgets through greater fleet efficiency and to demonstrate approaches that reduce fuel consumption, manage travel efficiently and use cleaner alternative fuels. This program also offers opportunities for interagency communication and cooperation.

Based on statutory requirements<sup>6</sup>, the following are the Fuel Conservation for State Vehicles Program objectives:

- *To achieve an efficient vehicle fleet.* Legislation effective January 1, 1999, requires state agencies to meet minimum guidelines for efficient vehicle fleet management as established by the department.
- *To realize environmental and economic benefits of using alternative transportation fuels.* State government is to operate vehicles on alternative fuels, such as 85 percent ethanol, propane, compressed natural gas or others, if the fuels are within the incremental life-cycle cost caps designated in the statute. Legislation effective January 1, 1999, establishes the maximum incremental life-cycle cost difference at 10 percent, except for

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<sup>6</sup> All agencies of Missouri state government are subject to the provisions of the program, with the exception of the departments of Transportation and Conservation, which may develop fleet management plans independently. Certain off-road vehicles, special use vehicles, law enforcement vehicles and vehicles for which no published EPA CAFE standard exists are exempt from the provisions.

vehicles to be used in clean air maintenance and non-attainment areas of Kansas City and St. Louis, where the allowable incremental cost difference is 17 percent.

- *To increase the number of alternative fuel vehicles (AFV) in state fleets.* Since January 1, 2008, the Commissioner of the Office of Administration has been required to ensure that at least 70 percent of new state fleet vehicles are flexible fuel vehicles (Section 37.455).
- *To increase the use of alternative fuels in state-owned vehicles.* Starting July 1, 2001, at least 30 percent of the fuel used in state-owned AFVs was required to be an alternative fuel. Compliance with these requirements by individual agencies and in the aggregate is documented in annual reports submitted by the agencies to DE following the end of the fiscal year. Summary tables showing the fleet operating data in total and by the individual agencies can be found in Appendix D.<sup>7</sup>

### III. Annual Fuel Consumption

Shown in Table 1 are the annual fuel consumption numbers reported by state agencies for state-owned vehicles operated during FY 2015. Gasoline, diesel, and alternative fuel consumption are compared for eligible, exempt, and all vehicles operated throughout the reporting period. Biodiesel consumption, shown in the table at the B100 blend level, is the majority of the alternative fuel used in exempt vehicles.

<b>Table 1</b> <b>FY 2015 Fuel Consumption</b>			
<b>Fuel Type</b>	<b>Eligible Vehicles</b>	<b>Exempt Vehicles</b>	<b>All State Vehicles</b>
Gasoline (gallons)	2,035,501	5,760,233	7,795,734
Diesel (gallons)	13,064	3,233,229	3,246,293
Alternative Fuel (gge) *biodiesel is included as B100	85,381	282,249	367,630

Following the end of the fiscal year, both annual fuel consumption and annual fuel cost numbers are provided by state agencies to the department. Shown in Table 2 are the annual fuel cost numbers that directly correspond to the fuel consumption numbers shown in Table 1.

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<sup>7</sup> Through the Standard Compliance option, state fleets that are covered under the Energy Policy Act (EPAct) may meet their requirements each year by acquiring 75% AFVs as a percentage of their light-duty, non-excluded vehicle acquisitions.

<b>Table 2</b> <b>FY 2015 Fuel Cost</b>			
<b>Fuel Type</b>	<b>Eligible Vehicles</b>	<b>Exempt Vehicles</b>	<b>All State Vehicles</b>
Gasoline (gallons)	\$5,066,059	\$14,248,442	\$19,314,501
Diesel (gallons)	\$37,038	\$8,321,562	\$8,358,600
Alternative Fuel (gge)	\$269,300	\$799,282	\$1,068,582
<b>Total</b>	<b>\$5,372,397</b>	<b>\$19,179,265</b>	<b>\$28,741,683</b>

To provide a measure of the overall operational fleet size, Table 3 shows the number of state-owned vehicles operated by state agencies in FY 2015. The numbers shown include all vehicles acquired, all vehicles in continuous service, and all vehicles retired from state service during the period. Diesel vehicles are not classified as AFVs. Therefore, in Tables 3 and 4, diesel vehicles are shown as a separate entry even if they were fueled with biodiesel.

<b>Table 3</b> <b>FY 2015 Number of Vehicles Operated</b>			
<b>Vehicle Type</b>	<b>Eligible Vehicles</b>	<b>Exempt Vehicles</b>	<b>All State Vehicles</b>
Gasoline	1,625	4,205	5,830
Diesel	28	2,389	2,417
Alternative Fuel	2,353	1,653	4,006
<b>Total</b>	<b>4,006</b>	<b>8,247</b>	<b>12,253</b>

During FY 2015, the vehicle miles traveled in eligible state vehicles were 13,021,445 in gasoline and hybrid vehicles, 175,049 in diesel vehicles, and 34,108,902 in AFVs. Agencies are not required to submit to the department the vehicle miles traveled in state vehicles that are exempt from fuel efficiency and alternative fuel reporting requirements.

Annual maintenance costs are factored into the total operating cost for state-owned vehicles. Shown in Table 4 are the annual maintenance costs incurred for the repair and upkeep of state-owned vehicles operated in FY 2015.

<b>Table 4</b> <b>FY 2015 Vehicle Maintenance Cost</b>			
<b>Vehicle Type</b>	<b>Eligible Vehicles</b>	<b>Exempt Vehicles</b>	<b>All State Vehicles</b>
Gasoline	\$843,661	\$3,386,669	\$4,230,330
Diesel	\$29,271	\$7,154,410	\$7,183,681
Alternative Fuel	\$1,602,707	\$1,105,568	\$2,708,275
<b>Total</b>	<b>\$2,475,639</b>	<b>\$11,646,647</b>	<b>\$14,122,286</b>

Caution should be exercised when interpreting the reported maintenance cost numbers since the method used for collecting and reporting maintenance cost could be different from one agency to the next. For example, most agencies enter into vehicle repair and upkeep contracts with outside organizations while some agencies employ vehicle maintenance staff responsible for the repair and upkeep of agency vehicles.

#### **IV. Average Fleet Fuel Economy**

Although a procedural process for the computation of average fleet fuel economy is not described in Missouri law, the statute does require that each agency's overall vehicle fleet fuel efficiency for eligible state vehicles meet or exceed the standards set by the federal government.

The U.S. Environmental Protection Agency, with assistance from the U.S. Department of Transportation, has developed a rating system for measuring vehicle fuel efficiency. The rating system (referenced in the statute) is called corporate average fuel economy. CAFE is a comprehensive fuel efficiency rating system that was developed to measure the vehicle fuel efficiency of vehicles sold in the United States. Since CAFE is an average, a company can sell vehicles that fall below the CAFE standards as long as the company's overall averages stay within the standards.

Per rules established and published in the Federal Register May 7, 2010, starting with model year (MY) 2012 vehicles, automakers were required to improve fleet-wide fuel economy and reduce fleet-wide greenhouse gas emissions by approximately five percent each year.

The National Highway Traffic Safety Administration (NHTSA) has established fuel economy standards for the combined industry-wide fleet that increase each year reaching an estimated 34.1 mpg by MY 2016 and 40.8 mpg by MY 2020.

NHTSA is also required by the Energy Independence and Security Act of 2007 (EISA) to set a minimum fuel economy standard for domestically manufactured passenger cars in addition to the attribute-based passenger car standard. The minimum standard "shall be the greater of (A) 27.5 miles per gallon (mpg); or (B) 92 percent of the average fuel economy projected by the Secretary for the combined domestic and non-domestic passenger automobile fleets manufactured for sale in the United States by all manufacturers in the model year." Based on NHTSA's current market forecast, the agency's estimates of these minimum standards under the final MY 2016 and

Augural MYs 2017-2025 CAFE standards are:

- 33.3 mpg for MY 2015 passenger cars<sup>8</sup>,
- 34.7 mpg for MY 2016 passenger cars, and
- 36.7 mpg for MY 2017 passenger cars.

Parameters established for the light truck fuel economy minimum targets are:

- 23.9 mpg for MY 2015 light duty trucks,
- 24.7 mpg for MY 2016 light duty trucks, and
- 25.1 mpg for MY 2017 light duty trucks.

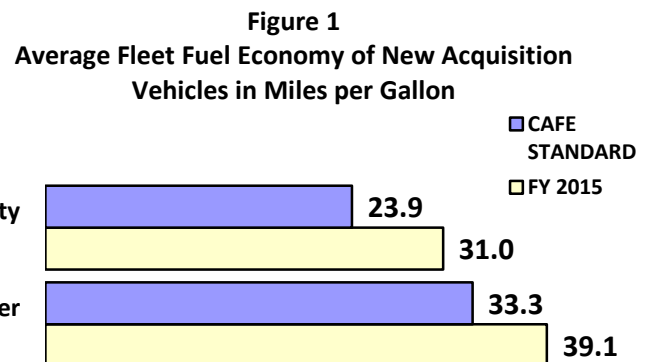
Acquisitions which are included in the computation of the average fleet fuel economy are only new vehicle acquisitions. By using this approach, emphasis is placed on the purchase of vehicles that meet or exceed the federal CAFE standards, and this approach is compatible with federal Energy Policy Act of 2002 requirements.

As shown in Figure 1, all of the state agencies exceeded the federal CAFE standard by purchasing new passenger cars with an average CAFE rating of 39.1 mpg. Agencies also exceeded the federal standard with new acquisitions of light-duty trucks by purchasing new light-duty trucks that earned an overall average CAFE rating of 31.0 mpg. Although other vehicles may have been purchased throughout the reporting period, only those vehicles not exempt from state vehicle fuel efficiency requirements were included in the averages.

The CAFE rating system awards additional credit for purchasing alternative fuel vehicles. This higher rating can significantly increase the CAFE rating for these vehicles. Some examples of AFVs with higher ratings include the 2015 E85 Chevrolet Impala, awarded a CAFE rating of 37.1 mpg, and the 2015 E85 Dodge Grand Caravan, awarded a CAFE rating of 33.96 mpg.

All agencies made purchases that, on average, exceeded CAFE standards. For additional information, the CAFE ratings earned by each agency and the total ratings earned by the entire state fleet are shown in the fuel economy tables in Appendix B.

To help reduce fleet operating costs, some agencies countered higher fuel prices by placing more emphasis on driving fuel-efficient hybrid vehicles. Overall, as shown in Figure 2, state hybrid passenger cars achieved an average of four mpg greater than that of other gasoline-powered passenger cars operated by the state fleet. In the light-duty truck category, state hybrid vehicles achieved an average of 7 mpg greater than the state's other gasoline-powered light-duty trucks.

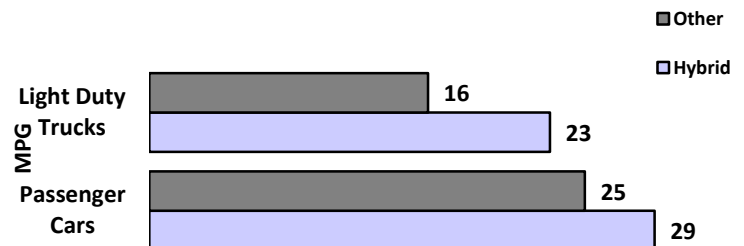


<sup>8</sup> Station wagons are included under the passenger car category while light-duty trucks include pickups, sport utility vehicles (SUVs) and vans.

Hybrid-electric vehicles (HEVs) are primarily propelled by an internal combustion engine, just like conventional vehicles. However, HEVs also convert energy normally wasted during coasting and braking into electricity through a process known as regenerative braking. This process allows the generated electricity to be stored in a battery until needed by the electric motor. The electric motor is used to assist the engine when accelerating, climbing a grade, or in low-speed driving conditions where internal combustion engines are least efficient. Unlike all-electric vehicles, HEVs do not need to be plugged into an external source of electricity to be recharged; Conventional gasoline and regenerative braking provide all the energy the vehicle needs.<sup>9</sup>

As determined by the US DOE, state fleets may satisfy their AFV-acquisition requirements in model year 2014 and later by acquiring light duty non-AFV Hybrid Electric Vehicles (HEV). An agency will earn one-half credit for the acquisition of each non-AFV HEV.

**Figure 2 - Missouri State Fleet  
Average Fleet Fuel Economy of Hybrid and Other  
Gasoline Vehicles (FY14)**



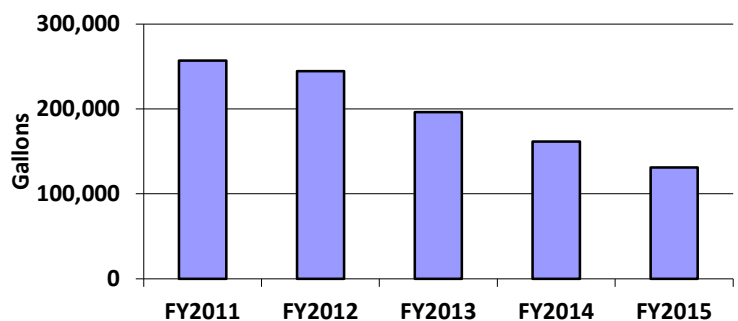
## V. Alternative Fuel Use and Alternative Fuel Vehicle Acquisitions

As defined by Section 414.400, RSMo, alternative fuels are those motor vehicle fuels that are not substantially unleaded gasoline or diesel, and otherwise contribute to potential energy independence and air quality.

Both an alternative fuel and a renewable fuel, E85 is produced from 85 percent ethanol blended with 15 percent unleaded gasoline. As shown in Figure 3, during FY 2015, state-owned E85 vehicles consumed 131,185 gallons of E85 (including exempt E85 vehicle usage) and due to limited availability and other refueling issues, also consumed 1,349,244 gallons of unleaded gasoline.

Biodiesel, another alternative fuel with renewable fuel content, is used in state-owned diesel vehicles even though diesel vehicles are not classified as AFVs and are generally exempt under the statute. Biodiesel blended at levels of 20 percent or greater is defined by the U.S. Department of Energy as both an alternative and renewable fuel. For federal reporting purposes and for the purposes of this report, the gallons of biodiesel used at the 20 percent or greater blend levels are combined and converted to a 100 blend level equivalent in gallons.

**Figure 3 - Missouri State Fleet  
Ethanol 85 Used in E85 Vehicles  
(in gallons)**



<sup>9</sup> (Source: Fuel Economy Guide, U.S. Department of Energy & U.S. Environmental Protection Agency)

When converted to the 100 percent blend level, state diesel vehicles consumed 253,457 gallons of biodiesel during the reporting period. As shown in Figure 4, this equates to 1,267,285 gallons of biodiesel blended at the 20 percent level.

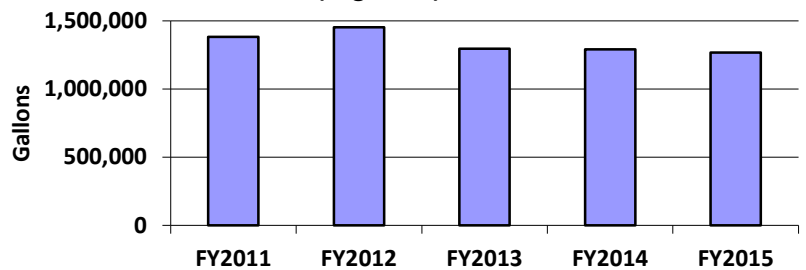
Throughout FY 2015, MoDOT and the Department of Public Safety (DPS) were the only agencies reporting biodiesel usage. MoDOT's on-site access to biodiesel fuel tanks was a significant factor in their diesel and biodiesel consumption during winter months.

In addition to the alternative fuels that are processed from renewable sources, another alternative fuels group effectively reduces automobile emissions. This group includes propane, compressed natural gas, and electricity. During the reporting period, state vehicles consumed 380 gallons of propane; zero cubic feet of compressed natural gas; and 2,275 kilowatt hours (kWh) of electricity.

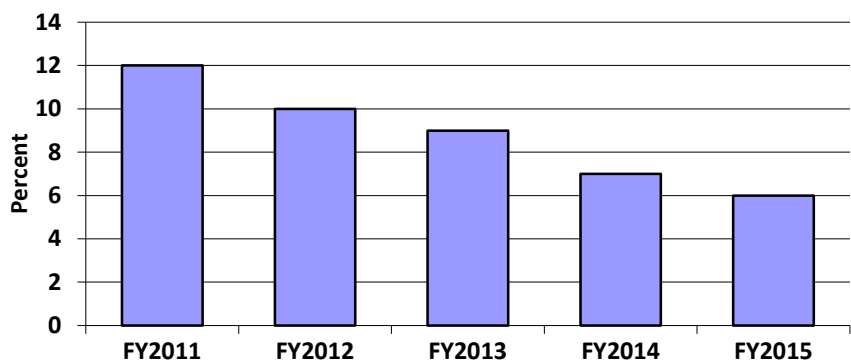
Propane is offered at 18 retail outlets throughout the state and the number of compressed natural gas stations has increased and is now currently offered at eight public retail refueling sites, as of the date of this report.

Another important aspect of alternative fuel use in state-owned vehicles is the percent of alternative fuel used in those vehicles. Many AFVs can be refueled with either the designated alternative fuel or regular unleaded gasoline. State statutes specify that 30 percent of all fuel used in state-owned AFVs should be the designated alternative fuel. As shown in Figure 5, the percent of alternative fuel used in state operated AFVs was six percent throughout fiscal year 2015. Biodiesel is not included in this chart. The statute, however, provides for state agencies to take credit towards meeting their 30 percent purchasing goal by reporting the alternative fuel used in exempt vehicles. When the biodiesel used in exempt diesel vehicles and the other fuels used in exempt AFVs are included in the calculation, the percent of alternative fuel that qualifies as used in AFVs rises from six percent to 18 percent.

**Figure 4 - Missouri State Fleet  
Biodiesel (B20) Used in Diesel Vehicles  
(in gallons)**



**Figure 5 - Missouri State Fleet  
Percent of Alternative Fuel Use in Alternative Fuel Vehicles**



A breakout of the alternative fuel usage by fuel types (Table 5) shows the percent of alternative fuel used in state AFVs was six percent E85 in flexible fuel E85 vehicles, seven percent propane in dual-fuel propane vehicles, and zero percent compressed natural gas (CNG) in dual-fuel CNG vehicles. See Table 5 for the corresponding consumption numbers shown in gallons for gasoline and in GGE for the alternative fuels.

<b>Vehicle Fuel Type</b>	<b>Number of Vehicles</b>	<b>GAS/DSL (gal/GGE)</b>	<b>Alternative Fuel in GGE</b>	<b>Total Fuel in GGE</b>	<b>% Alternative Fuel Use</b>
B20 (exempt vehicles)	2,389	3,653,549	1,418,838	5,072,387	28%
E85	2,308	1,349,244	84,967	1,434,211	6%
E85 (exempt vehicles)	1,641	1,708,351	8,568	1,716,919	0%
Propane	4	3,517	247	3,764	7%
Propane (exempt vehicles)	6	1,995	47	2,042	2%
CNG	0	0	0	0	0%
CNG (exempt vehicles)	0	0	0	0	0%
Electric	22	0	67	67	100%
<b>Total (Eligible vehicles only)</b>	<b>2,334</b>	<b>1,352,761</b>	<b>85,281</b>	<b>1,438,042</b>	<b>6%</b>
<b>Total (Exempt vehicles only)</b>	<b>4,036</b>	<b>5,363,895</b>	<b>1,427,453</b>	<b>6,791,348</b>	<b>21%</b>
<b>Total</b>	<b>6,370</b>	<b>6,716,656</b>	<b>1,512,734</b>	<b>8,229,390</b>	<b>18%</b>

Missouri statutes include acquisition requirements for AFVs. Beginning January 1, 2008, the commissioner of OA has been required to ensure that at least 70 percent of state fleet vehicle purchases are flexible fuel vehicles (Section 37.455 RSMo). Of the 28 reporting state agencies, 15 met or exceeded the statutory requirement, 5 state agencies did not meet the statutory requirement, and 8 agencies were not required to meet the statutory requirement.<sup>10</sup>

A summary for each state entity, the acquisitions of AFVs and the percent of alternative fuel use are shown in Appendix B.

<sup>10</sup> Agencies that did not purchase any new vehicles or operated 15 or fewer eligible vehicles were not required to meet the statutory requirement.



<b>Table 6</b> <b>Number of Alternative Fuel Vehicles Based at Fleet Locations</b>					
	<b>FY'11</b>	<b>FY'12</b>	<b>FY'13</b>	<b>FY'14</b>	<b>FY'15</b>
Jefferson City	1,842	1,697	716	1,269	1,322
Kansas City	402	422	433	453	449
St. Louis	244	370	296	361	377
Other	1,653	1,915	2,001	1,854	1,834
<b>Total</b>	<b>4,141</b>	<b>4,404</b>	<b>3,446</b>	<b>3,937</b>	<b>3,982</b>

As shown in Table 6, state agencies have AFVs stationed at several locations in Missouri. Whether or not AFVs can be refueled with the designated alternative fuel is heavily dependent on where the vehicles are located. State employees are better able to refuel the vehicles with the designated alternative fuel if doing so is convenient. Vehicle location is also important with the EPA air quality requirements for both Kansas City and St. Louis. Jefferson City, because it is the state capital, is the hub of state government activities. Many agencies locate at least some, if not all, of their vehicles in the Jefferson City area. The types of refueling sites in the Jefferson City area include E85, propane and biodiesel.

## VI. Operating Cost

In order to compare the operating cost of AFVs to traditional fuel vehicles, operating cost data submitted by the agencies to the division is converted into an average operating cost per mile.

<b>Table 7</b> <b>Average Eligible Vehicle Operating Cost for FY 2015</b> <b>(in cents per mile)</b>			
<b>Vehicle Type</b>	<b>Maintenance</b>	<b>Fuel</b>	<b>Total</b>
Hybrid Truck	3.6	11.6	15.2
Hybrid Auto	4.4	10.3	14.7
E85 Auto	4.5	9.6	14.1
Gas Auto	4.8	10.1	14.9
E85 Truck	5.1	13.1	18.2
Gas Truck	7.7	14.9	22.6
Diesel Truck	16.7	21.3	38
LPG Truck	14.1	32.5	46.6
Electric	57.3	0	57.3

As shown in Table 7 for eligible vehicles, the vehicle operating costs are broken out by maintenance, fuel and the total cost. Please note that the maintenance cost for the electric vehicles was much higher than historical cost due to several battery replacements that had reached the end of useful life.

## VII. Program Status

Participating state agencies submitted annual operating data on agency vehicle operations and acquisitions made during fiscal year 2015. In recent years, a majority of vehicle purchases in all agencies have met CAFE standards, and as a result the average fuel efficiency realized for cars and light trucks operated by agencies is expected to significantly increase in the coming years. Compliance with the purchasing requirements is tracked by Office of Administration, Missouri Department of Transportation, Department of Conservation and higher education institutions.

The numbers and types of AFVs currently available to state agencies and the public from manufacturers are steadily increasing. All major U.S. vehicle manufacturers are producing AFVs. The number of publicly available alternative fuel stations<sup>11</sup> is also increasing mainly due to the sharp rise in electric charging infrastructure. At the time of printing this report, 96 E85 refueling stations and eight public CNG refueling stations were operating in the state. 18 propane refueling sites are located throughout Missouri. In addition, 188 electric stations and 608 charging outlets were operating in the state.

Over the past year, one factor in the reduced use of E85 was the price differential with conventional gasoline on an energy equivalence basis. On this basis, according to the Alternative Fuels Data Center July 2014 Alternative Fuel Price Report, the average price of E85 was 86 cents above the price of gasoline. By the release of the April 2015 report, this price differential was down, but still higher than conventional fuel by 35 cents. The division and industry representatives have worked to encourage further use of alternative fuels in the appropriate AFVs. Information tools made available to encourage alternative fuel use include the following:

- Alternative fueling station locator [iPhone](#) and [Android](#) apps have been provided to state fleet managers to pass on to their respective agencies as a means for easily locating alternative fueling stations.
- MoDOT continues to install signage for E85 along divided highways at exits where alternative fuels are available. In addition, the department has designed alternative fuel signs for state agencies to place at their respective fleet lots. These signs remind state employees to refuel with the appropriate alternative fuel in AFVs whenever possible.
- The division urges state agencies that use packets for vehicle checkouts to include the E85 station listing in all of the E85 vehicle packets.
- Link to online E85 station listings (available at [www.afdc.energy.gov/locator/stations/](http://www.afdc.energy.gov/locator/stations/)) is available for agencies to distribute through agency e-mails.
- Colored labels for vehicle packets are available from the division to identify AFVs and provide local directions to refueling facilities. E85 magnets, static window stickers, and fuel door stickers are also available from the division.

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<sup>11</sup> The Alternative Fuels Data Center publishes a listing of alternative refueling locations at [www.afdc.energy.gov/locator/stations/](http://www.afdc.energy.gov/locator/stations/). The Missouri Soybean Association publishes a listing of biodiesel suppliers at [www.mosoy.org](http://www.mosoy.org). The Missouri Propane Gas Association ([www.missouriopropane.com](http://www.missouriopropane.com)) in Jefferson City has an on-line directory of propane refueling locations.

- E85 pumps at each gas station are prominently labeled.

## **VIII. Program Recommendations**

The following recommendations are based on guidance provided within Missouri Revised Statutes, Sections 414.400 – 414.417, the annual reports submitted by the agencies to the division, and through a survey of state fleet managers prior to the 2015 State Fleet Managers Workshop:

- Encourage state employees to carpool and use mass transit. The State Cafeteria Plan ([ASIFlex.com](http://ASIFlex.com)) has mass transit benefits available. In February 2016, the Division of Energy contracted with the Missouri Highways and Transportation Commission to update Rideshare information to include information on the iCarpool website sponsored by MoDOT on six (6) existing signs and to install nine (9) new signs. Rideshare signs are currently located around the Kansas City and Jefferson City areas while new signs will be added around the Columbia and Kingdom City areas.
- Expand the use of telecommunication systems to decentralize work and reduce the need for travel to meetings, conferences and other offices. Consider options, such as e-mail, facsimile, webinars and teleconferencing, to reduce the need for travel.
- Continue to provide information and promote activities that effectively increase the use of alternative fuels in AFVs. The division and other organizations should continue to encourage agencies to purchase AFVs and promote the use of alternative fuel as a replacement for traditional vehicle fuels.
- Promote training of state employees in the operation of AFVs and refueling with alternative fuels to increase their comfort in using alternative fuels.
- Advance placement of AFVs at agency locations closest to refueling locations selling the alternative fuel used as well as foster installation of additional alternative fuel refueling stations across the state.
- The following recommendations are from the Comprehensive State Energy Plan provided to the Governor in October, 2015.
- Eliminate the technology-specific procurement policies for new state fleet vehicles and, instead, require adherence to fleet performance goals.
- Provide annual appropriations to the Alternative Fuel Infrastructure Tax Credit.
- Re-authorize the Alternative Fuel Infrastructure Tax Credit upon sunset.

# Appendices

# Appendix A

## Federal and Missouri Alternative Fuel Acts: Comparison of Key Provisions

Clean Air Act Public Law 101-549	Energy Policy Act Public Law 102-486	Missouri Sections 414.400 – 417, RSMo, 1999
<b>Applicability</b>		
Twenty-two metropolitan areas with populations of 250,000 or more (1980 census) with serious, severe or extreme ozone or carbon monoxide areas.	Metropolitan areas with a 1980 population of 250,000 or more.	All state-owned vehicles throughout the state.
<b>Fleets Subject to Act</b>		
Fleets of 10 or more vehicles which are centrally fueled or capable of being centrally fueled.	Fleets with at least 20 vehicles which are centrally fueled or capable of being centrally fueled in a metropolitan area; however, this requirement applies only if a fleet also has at least 50 vehicles within the United States.	State-owned fleets with more than 15 vehicles.
<b>Exemptions</b>		
<p>Vehicles that are garaged at a personal residence overnight are to be considered not capable of central fueling.</p> <p>Law enforcement vehicles.</p> <p>Emergency vehicles.</p>	<p>Private fleet vehicles that are garaged at home overnight are exempted.</p> <p>Law enforcement vehicles. The secretary of energy may terminate this exemption.</p> <p>Emergency vehicles.</p>	<p>Off-road vehicles, maintenance and construction vehicles and transport trailers.</p> <p>Law enforcement vehicles.</p> <p>Emergency vehicles.</p>
<b>Fuels</b>		
Any fuel meeting the emission standard may be used, including reformulated gasoline, clean diesel, ethanol, methanol, propane, electricity and natural gas.	Alternative fuels include methanol, ethanol, natural gas, propane, biodiesel and electricity. Reformulated gasoline is not considered to be an alternative fuel.	Alternative fuels include 85 percent methanol, 85 percent ethanol, natural gas, propane, 20 percent biodiesel, hydrogen and electricity. Reformulated gasoline is not considered to be an alternative fuel.

<b>Clean Air Act Public Law 101-549</b>	<b>Energy Policy Act Public Law 102-486</b>	<b>Missouri Sections 414.400 – 417, RSMo, 1999</b>
<b>Weight Limits</b>		
Includes automobiles and trucks up to 26,000 pounds gross vehicle weight.	Includes vehicles with a gross vehicle weight of less than or equal to 8,500 pounds.	For reporting purposes, state agencies are including only those eligible vehicles less than or equal to 8,500 pounds GVWR.
<b>Purchase Requirements</b>		
Beginning with model year 1998.	<b>Standard Compliance Option<sup>12</sup></b> - beginning with designated model year:  State fleet - 75% of light-duty, non-excluded vehicles acquired must be alternative fuel vehicles.	Acquire vehicles capable of using alternative fuels:  70 percent after Jan.1, 2008. (Section 37.455)  By July 1, 2002, 30 percent of fuel used in AFVs must be an alternative fuel.
<b>Vehicle And Fuel Availability</b>		
There are no exemptions provided in the law in the event vehicles or fuel are not available.	The secretary of energy must exempt a fleet if vehicles or fuels are not available.	May reduce any percentage specified or waive requirements upon receipt of certification supported by evidence that:  1) Fuels are not available.  2) Fuels do not meet cost limitations.  3) Fuels do not meet energy conservation or emissions criteria.

<sup>12</sup> The Energy Policy Act provides for Alternative Compliance in which covered fleets may obtain a waiver from Standard Compliance to implement petroleum reduction measures in their vehicle fleets in lieu of the AFV-acquisition requirements.

***Missouri Revised Statutes***  
**Chapter 414**

**Fuel Regulation and Conservation**  
**Section 414.400**

August 28, 1999

**Definitions--program for state fuel consumption reduction, fleet management and promotion of alternative fuels, University of Missouri, included duties--exceptions for certain vehicles.**

414.400. 1. As used in sections 414.400 to 414.417, the following terms mean:

- (1) "Alternative fuel," any fuel, including any alcohol fuel containing eighty-five percent or more by volume of such alcohol or other such percentage not less than seventy percent if determined by the United States Department of Energy by rule to be necessary to provide for the requirements of cold start, safety, or vehicle functions, natural gas, liquefied petroleum gas, any fuel other than alcohol derived from biological materials when designated by the United States Department of Energy as an alternative fuel, and hydrogen, or any power source, including electricity, and any other fuel that the United States Department of Energy determines by final rule is substantially not petroleum and would yield substantial energy security and environmental benefits, used in a vehicle that complies with the standards and requirements applicable to such vehicle pursuant to sections 414.400 to 414.417 when using such fuel or power source;
- (2) "CAFE standard," the federal Corporate Average Fuel Economy standard, 15 U.S.C. 2002 or 40 CFR Parts 86 and 600 or 49 CFR Part 538 or proposed rule 49 CFR Part 538 until such rule is finalized;
- (3) "Department", the department of natural resources;
- (4) "Director", the director of the department of natural resources;
- (5) "State agency", the same meaning as such term is defined in section 536.010, RSMo;
- (6) "Vehicle fleet", any fleet comprised of vehicles with a manufacturer's gross vehicle weight rating of not more than eight thousand five hundred pounds registered for operation on the highways of this state pursuant to chapter 301, RSMo.

2. The department in consultation with the commissioner of administration shall develop and implement a program to manage and progressively reduce state agency vehicle fleet fuel consumption and promote the use of alternative fuels. The program shall require state agencies to meet minimum guidelines for efficient fleet management. Such guidelines shall be updated and revised every two years and shall require the overall vehicle fleet fuel efficiency for each agency to meet or exceed the fuel efficiency that would be achieved if each vehicle in the agency's fleet met the CAFE standard. The department may promulgate rules necessary to implement such guidelines. Further, provided that suppliers or state agencies have or can reasonably be expected to have established alternative fuel refueling stations as needed, the program shall require that at least thirty percent of all motor fuel purchased annually for use in alternative fuel vehicles, calculated in gasoline gallon equivalents, to be alternative fuel by July 1, 2001. Any alternative fuel purchased by a state agency for use in vehicles not included in their vehicle fleet as defined in subsection 1 of this section, calculated in gasoline gallon equivalents, may be credited toward

the annual alternative fuel purchase goal. The program shall systematically replace existing state-owned vehicles and vehicles paid for with any state money, including vehicles purchased by the university system, with vehicles manufactured, assembled or produced in the United States, as required by sections 34.350 to 34.359, RSMo.

3. The commissioner of administration shall identify specific vehicle models within each vehicle procurement class that meet or exceed the CAFE standard. State agencies shall identify specific vehicle models within each vehicle procurement class that have a life cycle cost which is less than or equal to the average life cycle cost of those vehicles in the class which are manufactured, assembled or produced in the United States. Life cycle costs shall include but are not limited to the original cost of the vehicle, conversion cost if applicable, costs associated with vehicle emissions to the extent that such statistics are available, and projected cost of operation, including fuel cost and maintenance and salvage value to the extent that reliable maintenance and salvage value statistics are available. Unless a state agency submits to the department a fleet efficiency plan that complies with the minimum guidelines for energy efficiency established pursuant to subsection 2 of this section, or unless otherwise approved by the office of administration pursuant to subsection 4 of this section, all purchases of vehicles for state agency vehicle fleets shall meet the above standards.

4. The commissioner of administration may waive the CAFE standard requirements of subsection 3 of this section, for only those vehicles which satisfy one or more of the following conditions, for any state agency upon receipt of documentation that has been certified by the director of the state agency as satisfying one or more of the following conditions:

- (1) Such vehicles are used primarily in off-road, construction, or road maintenance applications;
- (2) Such vehicles are regularly used in the movement of maintenance or construction equipment;
- (3) Such vehicles are trucks or utility vehicles as defined by the office of administration that are regularly used to transport trailers for the purpose of moving state equipment; or
- (4) Such vehicles are vehicles with manufacturer-stated seating capacity exceeding that for six persons and the director of the agency has certified that the vehicle will be used to transport its rated capacity in persons and/or cargo. Agencies which are granted such waivers shall comply with the planning requirements of section 414.403.
- (5) The purchase of all class III vehicles, as defined by the office of administration, shall be approved through the appropriations process for all departments except the highway patrol. The provisions of this subsection shall not apply to the purchase of used vehicles from the highway patrol.

(L. 1991 H.B. 45 § 1, A.L. 1998 S.B. 619) Effective 1-1-99



## **Fuel Regulation and Conservation**

### **Section 414.403**

August 28, 1996

**Vehicle fleet energy conservation plan to be developed by each state agency, purpose of plan, content--plan to be submitted to department of natural resources, when.**

414.403. 1. Each state agency, with assistance from the department of natural resources, shall develop and implement a vehicle fleet energy conservation plan for the purposes of reducing vehicle fuel consumption. Plans shall be submitted to the director of the department of natural resources by January 1, 1993. Such plans shall include:

- (1) A timetable by which fleet vehicles shall be replaced with vehicles which exceed the average fuel economy for their vehicle class as outlined in section 414.400;
- (2) Options for the use of demonstrated innovative technologies that promote energy conservation and reduced fuel consumption;
- (3) Methods that promote efficient trip planning and state vehicle use; and
- (4) Car-pooling and van pooling for agency employees for commuting and job-related travel.

2. The department of conservation and the department of highways and transportation may develop their own vehicle fleet energy conservation plan. Such plans shall meet the objectives of sections 414.400 to 414.417 and shall comply with the reporting requirements of sections 414.400 to 414.417.

(L. 1991 H.B. 45 § 2)

## **Fuel Regulation and Conservation**

### **Section 414.406**

**Vehicle fleet plan reviewed--office of administration to purchase only vehicles conforming to plan--annual report, content.**

414.406. 1. The director of the department of natural resources shall review each agency's vehicle fleet plan and the vehicular demands of the agency by vehicle class. The office of administration shall only purchase for an agency those vehicles which conform to the agency's plan as outlined in sections 414.400 and 414.403.

2. Each state agency shall annually file a report with the director of the department of natural resources on forms provided by the department showing its progress in achieving the requirements and goals of sections 414.400 to 414.417. The director of the department of natural resources shall compile such information into an annual report and submit such report to the commissioner of administration, the secretary of the senate, the clerk of the House of Representatives and the chairman of each committee of jurisdiction of the general assembly.

3. The director's report shall document progress in achieving the requirements and goals of sections 414.400 to 414.417 and shall include, but not be limited to, annual fuel consumption, number of vehicles, vehicle miles traveled, average fleet fuel economy, estimated cost savings and state use of alternative fuels.

(L. 1991 H.B. 45 § 3)

## **Fuel Regulation and Conservation**

### **Section 414.410**

**Motor vehicle alternative fuel use plan to be developed by department of natural resources-- powers and duties--state agency fleets of fifteen or more vehicles, time table for using alternative fuels.**

414.410. 1. The director shall develop a motor vehicle alternative fuel use plan. The director shall cooperate with state agency fleet operators, vehicle manufacturers and converters, fuel distributors and others to identify the types of vehicles which could be converted to alternative fuels. The director shall consider range, specialty uses, fuel availability, vehicle cost, vehicle manufacturing and conversion capability, safety, resale values, and other relevant factors.

2. The department shall recommend alternative fuels which state agencies and state universities may consider when purchasing vehicles. The department shall consider the content of vehicle exhaust emissions, the relative efficiency of the fuel, the relative efficiency of the processes required to produce the fuel and the characteristics of air emissions associated with the production of that fuel. It shall recommend for state use those alternative fuels which best satisfy the goals of energy conservation and emissions reduction.

3. Any state agency which operates a fleet of more than fifteen motor vehicles shall acquire vehicles capable of using alternative fuels as follows (has since been revised to 70%):

(1) At least ten percent of the agency's fleet vehicles acquired between July 1, 1994, and July 1, 1996;

(2) At least thirty percent of the agency's fleet vehicles acquired between July 1, 1996, and July 1, 1998; and

(3) At least fifty percent of the agency's fleet vehicles acquired between July 1, 1998, and July 1, 2000, and each biennial period thereafter.

If a state agency exceeds any such biennial acquisition goal, or has purchased vehicles capable of using alternative fuels before July 1, 1994, such purchases may be credited to any future biennial acquisition goal. If a state agency has purchased vehicles capable of using alternative fuels but not included in their vehicle fleet as defined in subsection 1 of section 414.400, such purchases may be credited toward any biennial acquisition goal. If a state agency fails to meet a biennial acquisition goal, the commissioner of administration shall not authorize for such agency the purchase of any vehicle not capable of using alternative fuels until such acquisition goal is met, unless the director has reduced or waived the acquisition goal pursuant to subsection 1 of section 414.412.

(L. 1991 H.B. 45 § 4 subsecs. 1, 2, 3, A.L. 1998 S.B. 619)  
Effective 1-1-99

## **Fuel Regulation and Conservation**

### **Section 414.412**

**Alternative use of fuel, waived or percentage reduced by director of natural resources, certified evidence required--other vehicles, ethanol use required, exceptions.**

414.412. 1. The director may reduce any percentage specified or waive the requirement of subsection 3 of section 414.410 for any state agency upon receipt of certification supported by evidence acceptable to the director that:

- (1) The agency's vehicles will be operating primarily in an area in which neither the agency nor a supplier has or can reasonably be expected to have a central refueling station for alternative fuels; or
- (2) The agency is unable to acquire or operate vehicles within the cost limitations of section 414.400 or section 414.415; or
- (3) The use of alternative fuels would not meet the energy conservation and exhaust emissions reduction criteria of subsection 2 of section 414.410.

2. State agencies shall submit information describing the acquisition and use of vehicles capable of using alternative fuels to the department in a format prescribed by the department. The report shall include for each vehicle model capable of using alternative fuel:

- (1) The types of alternative fuels used;
- (2) The number of miles traveled using alternative fuels and the ratios to the total numbers of miles traveled;
- (3) The number of vehicles owned which are capable of using alternative fuels;
- (4) Maintenance costs.

3. Each state-owned vehicle equipped to operate on gasoline, other than vehicles using alternative fuel, shall use a fuel ethanol blend as defined in section 142.027, RSMo, when available at a competitive price, as its motor fuel, unless the United States Environmental Protection Agency, or the governor by executive order, promulgates rules which prohibit, limit or otherwise regulate the use of ethanol-blended fuels in ozone nonattainment areas, as defined by Section 107 of the federal Clean Air Act, as amended, or in an\* area designated as a maintenance area for ozone under Section 175A of the federal Clean Air Act, as amended, state-owned vehicles shall not be required to use a fuel ethanol blend.

(L. 1991 H.B. 45 § 4 subsecs. 4, 5, 6, A.L. 1993 H.B. 611, A.L. 1998 S.B. 619) Effective 1-1-99

## **Fuel Regulation and Conservation**

### **Section 414.415**

#### **Percentage requirements: how state agencies to comply.**

414.415. State agencies may meet the percentage requirements of sections 414.410 to 414.415 through purchase of original equipment manufactured alternative fuel vehicles or the conversion of vehicles, in accordance with federal and state requirements and applicable safety laws. Vehicles purchased pursuant to sections 414.410 to 414.415 shall not exceed the cost of conventional fuel vehicles of the same make and model by more than ten percent, using life cycle costing methods calculated pursuant to criteria in subsection 3 of section 414.400, except that vehicles purchased pursuant to sections 414.410 to 414.415 that are based for the life of the vehicle and used primarily in maintenance and nonattainment areas defined with regard to the National Ambient Air Quality Standards of the federal Clean Air Act, as amended, 42 U.S.C. 7401 et seq., shall not exceed such cost of conventional fuel vehicles of the same make and model by more than seventeen percent. The commissioner of administration in purchasing, leasing, maintaining or converting vehicles for alternative fuels use shall comply with all applicable safety standards promulgated by the United States Department of Transportation.

(L. 1991 H.B. 45 § 4 subsec. 7, A.L. 1998 S.B. 619) Effective 1-1-99

## **Fuel Regulation and Conservation**

### **Section 414.417**

#### **Criminal law enforcement vehicles and certain other vehicles, law not applicable-- demonstration vehicles for alternative fuels authorized.**

414.417. 1. Sections 414.400 to 414.417 shall not apply to the purchase or lease of a vehicle to be used primarily for criminal law enforcement or to the purchase or lease of a motorcycle, all-terrain vehicle, ambulance, or any type of vehicle for which the Environmental Protection Agency has not published fuel economy comparisons.

2. Notwithstanding the provisions of sections 414.400 to 414.417, the department of natural resources may acquire vehicles which use alternative fuels for the purposes of assessing and demonstrating either or both alternative vehicles and alternative fuels.

(L. 1991 H.B. 45 § 5)

## **Chapter 37**

### **Office of Administration**

#### **Section 37.455.1**

August 28, 2014

#### **Ethanol-blended fuel, requirements for state vehicle fleet.**

37.455. The commissioner of administration shall ensure that no less than seventy percent of new purchases for the state vehicle fleet are flexible fuel vehicles that can operate on fuel blended with eighty-five percent ethanol.

(L. 2007 S.B. 54 § 1) Effective 1-01-08

## **Executive Order 13-03**

**WHEREAS**, the Missouri Department of Natural Resources is created pursuant Article IV, Section 47 of the Missouri Constitution and Chapter 640, RSMo; and

**WHEREAS**, the Division of Energy, located within the Missouri Department of Natural Resources, is responsible for promoting energy efficiency and security through policy development, research, and educational outreach; and

**WHEREAS**, the Missouri Department of Economic Development is created pursuant to Article IV, Section 36(a) of the Missouri Constitution and Chapter 620, RSMo, and is charged with promoting economic growth and job creation; and

**WHEREAS**, energy production and efficiency are crucial to moving Missouri's economy forward; and

**WHEREAS**, I am committed to integrating and consolidating governmental operations to provide for the most efficient and effective use of resources; and

**WHEREAS**, the transfer of the Division of Energy from the Missouri Department of Natural Resources to the Missouri Department of Economic Development will benefit the State of Missouri by creating efficiencies through a better alignment of goals which will help promote the development, security, and affordability of diverse energy sources essential to the future of Missouri's economy.

**NOW THEREFORE, I, JEREMIAH W. (JAY) NIXON, GOVERNOR OF THE STATE OF MISSOURI**, by virtue of the authority vested in me by the Constitution and laws of the State of Missouri, do hereby order the Missouri Department of Natural Resources and the Missouri Department of Economic Development to cooperate to:

Transfer all authority, powers, duties, functions, records, personnel, property, contracts, budgets, matters pending, and other pertinent vestiges of the Division of Energy from the Missouri Department of Natural Resources to the Missouri Department of Economic Development, by Type I transfer, as defined under the Reorganization Act of 1974; Develop the mechanisms and processes necessary to effectively transfer the Division of Energy to the Missouri Department of Economic Development; and Take the steps necessary to maintain compliance with federal requirements so as not to jeopardize federal financial participation with this transfer.

This order shall become effective no sooner than August 28, 2013, unless disapproved within sixty days of its submission to the First Regular Session of the Ninety-Seventh General Assembly.

**IN WITNESS WHEREOF**, I have hereunto set my hand and caused to be affixed the Great Seal of the State of Missouri, in the City of Jefferson, on this 4th day of February, 2013.

## **Appendix B**

### **List of Summary Tables**

#### **Average Fleet Fuel Economy**

New Acquisition Passenger Cars..... B-2

New Acquisition Light-Duty Trucks..... B-3

#### **Percent Alternative Fuel Vehicles**

New Vehicle Acquisitions..... B-4

#### **Percent Alternative Fuel Usage in Alternative Fuel Vehicles**

B20 and Exempt Usage Not Included ..... B-5

B20 and Exempt Usage Included..... B-6

**AVERAGE FLEET FUEL ECONOMY  
NEW ACQUISITION PASSENGER CARS**

**MISSOURI STATE FLEET  
FISCAL YEAR 2015**

The CAFE standard for newly built passenger cars is 33.3 MPG. In the following table, the average vehicle fuel efficiency of new acquisition passenger cars is shown for each agency. Passenger cars include both cars and station wagons that are eligible to meet vehicle fuel efficiency standards. If an agency is not shown, the agency did not report acquiring any new passenger cars that were eligible to meet state vehicle fuel efficiency requirements throughout the fiscal year.

ATTORNEY GENERAL	37.1
DEPARTMENT OF AGRICULTURE	35.3
DEPARTMENT OF CONSERVATION	37.1
DEPARTMENT OF CORRECTIONS	35.9
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION	42.1
DEPARTMENT OF HEALTH AND SENIOR SERVICES	42.1
DEPARTMENT OF INSURANCE	37.5
DEPARTMENT OF MENTAL HEALTH	36.3
DEPARTMENT OF NATURAL RESOURCES	41.5
DEPARTMENT OF PUBLIC SAFETY	38.3
DEPARTMENT OF REVENUE	31.4
DEPARTMENT OF SOCIAL SERVICES	43.3
DEPARTMENT OF TRANSPORTATION	36.1
OFFICE OF ADMINISTRATION	41.9
OTHER STATE ORGANIZATIONS	37.1
SOUTHEAST MISSOURI STATE UNIVERSITY	32.4
TRUMAN STATE UNIVERSITY	34.6
UNIVERSITY OF MISSOURI	37.1
MISSOURI STATE FLEET	39.1

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**AVERAGE FLEET FUEL ECONOMY  
NEW ACQUISITION LIGHT DUTY TRUCKS**

**MISSOURI STATE FLEET  
FISCAL YEAR 2015**

The CAFE standard for newly built light duty trucks is 23.9 MPG. In the following table, the average vehicle fuel efficiency of all new acquisition light duty trucks is shown for each agency. Light duty trucks include trucks, vans and SUVs that are eligible to meet vehicle fuel efficiency standards. If an agency is not shown, the agency did not report acquiring any new light duty trucks that were eligible to meet state vehicle fuel efficiency requirements throughout the fiscal year.

ATTORNEY GENERAL	34.0
DEPARTMENT OF AGRICULTURE	31.1
DEPARTMENT OF CONSERVATION	34.0
DEPARTMENT OF CORRECTIONS	34.0
DEPARTMENT OF ECONOMIC DEVELOPMENT	28.4
DEPARTMENT OF MENTAL HEALTH	30.1
DEPARTMENT OF NATURAL RESOURCES	29.8
DEPARTMENT OF PUBLIC SAFETY	32.9
DEPARTMENT OF REVENUE	34.0
DEPARTMENT OF SOCIAL SERVICES	32.8
DEPARTMENT OF TRANSPORTATION	32.4
LINCOLN UNIVERSITY	27.3
MISSOURI STATE UNIVERSITY	31.7
OFFICE OF ADMINISTRATION	30.3
OTHER STATE ORGANIZATIONS	25.8
UNIVERSITY OF CENTRAL MISSOURI	25.0
UNIVERSITY OF MISSOURI	30.3
MISSOURI STATE FLEET	31.0



## PERCENT ALTERNATIVE FUEL VEHICLES OF ALL NEW VEHICLE ACQUISITIONS

## MISSOURI STATE FLEET FISCAL YEAR 2015

Agencies that operate less than 16 eligible vehicles are not subject to program acquisition requirements, therefore only agencies that operate greater than 15 eligible vehicles are shown in the following table. At least 70 percent of an agency's fleet vehicle acquisitions over a one year period shall be vehicles capable of using alternative fuels. In keeping with US DOE guidelines, beginning with FY 2014, only ½ credit will be awarded for the purchase of hybrid vehicles.

DEPARTMENT OF AGRICULTURE (24)*	83.3%
DEPARTMENT OF CONSERVATION (10)	100.0%
DEPARTMENT OF CORRECTIONS (46)	97.8%
DEPARTMENT OF ECONOMIC DEVELOPMENT (2)	50.0%
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION (6)	66.7%
DEPARTMENT OF HEALTH AND SENIOR SERVICES (15)	80.0%
DEPARTMENT OF INSURANCE (3)	100.0%
DEPARTMENT OF MENTAL HEALTH (19)	89.5%
DEPARTMENT OF NATURAL RESOURCES (61)	78.7%
DEPARTMENT OF PUBLIC SAFETY (9)	100.0%
DEPARTMENT OF REVENUE (9)	33.3%
DEPARTMENT OF SOCIAL SERVICES (112)	85.7%
DEPARTMENT OF TRANSPORTATION (41)	100.0%
LINCOLN UNIVERSITY (2)	0.0%
MISSOURI STATE UNIVERSITY (8)	75.0%
OFFICE OF ADMINISTRATION (50)	72.0%
OTHER STATE ORGANIZATIONS (2)	50.0%
SOUTHEAST MISSOURI STATE UNIVERSITY (4)	75.0%
TRUMAN STATE UNIVERSITY (2)	0.0%
UNIVERSITY OF MISSOURI (16)	93.8%
AGENCIES WITH GREATER THAN 15 VEHICLES (439)	84.1%

### Agency Notes:

**Department of Economic Development** - Ordered two vehicles in FY 15, one of which was E85 capable. The statewide contract for 2015 Model Year Sport Utility Vehicles did not include a 4x4 SUV with the flex fuel option.

**Department of Elementary and Secondary Education** – Ordered 2 vehicles that were not AFVs. The first is 25 miles from the nearest E85 fueling station and the second is a dedicated use vehicle purchased with federal funds.

**Department of Revenue** – In order to receive vehicles by the end of FY2015, ordered models that were available for delivery in less than 60 days.

**Lincoln University** - Purchased two SUVs using a Department of Transportation contract.

**Truman University** – Purchased 2 vehicles with no Flex Fuel Option from the state purchasing contract.

\*Total number of eligible vehicles purchased in parentheses

**PERCENT ALTERNATIVE FUEL USAGE  
IN ALTERNATIVE FUEL VEHICLES - B20 AND  
EXEMPT USAGE NOT INCLUDED**

**MISSOURI STATE FLEET  
FISCAL YEAR 2015**

Since agencies that operate less than 16 eligible vehicles are not subject to the 30 percent alternative fuel usage requirement described in RSMo 414.400 - 414.417, only agencies that operate greater than 15 eligible vehicles are shown in the following table. If no number appears, the agency did not report any alternative fuel usage.

DEPARTMENT OF AGRICULTURE (109,992)*	1%
DEPARTMENT OF CONSERVATION (31,172)	0%
DEPARTMENT OF CORRECTIONS (249,044)	8%
DEPARTMENT OF ECONOMIC DEVELOPMENT (11,780)	10%
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION (24,097)	8%
DEPARTMENT OF HEALTH AND SENIOR SERVICES (55,176)	3%
DEPARTMENT OF INSURANCE (28,765)	0%
DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS (4,326)	8%
DEPARTMENT OF MENTAL HEALTH (131,403)	2%
DEPARTMENT OF NATURAL RESOURCES (98,819)	3%
DEPARTMENT OF PUBLIC SAFETY (30,835)	0%
DEPARTMENT OF REVENUE (25,615)	4%
DEPARTMENT OF SOCIAL SERVICES (359,132)	3%
DEPARTMENT OF TRANSPORTATION (36,133)	20%
LINCOLN UNIVERSITY (159)	82%
MISSOURI STATE UNIVERSITY (12,556)	0%
OFFICE OF ADMINISTRATION (146,115)	11%
OTHER STATE ORGANIZATIONS (12,805)	3%
SOUTHEAST MISSOURI STATE UNIVERSITY (2,668)	0%
UNIVERSITY OF MISSOURI (63,136)	22%
MISSOURI STATE FLEET (1,438,041)	6%

\*Total gallons of fuel consumed in parentheses in gasoline gallon equivalents (GGE)

**PERCENT ALTERNATIVE FUEL USAGE  
IN NON-EXEMPT AND EXEMPT ALTERNATIVE FUEL  
VEHICLES - B20 USAGE INCLUDED IN DIESEL  
VEHICLES**

**MISSOURI STATE FLEET  
FISCAL YEAR 2015**

Since agencies that operate less than 16 eligible vehicles are not subject to the 30 percent alternative fuel usage requirement described in RSMo 414.400 - 414.417, only agencies that operate greater than 15 eligible vehicles are shown in the following table. If no number appears, the agency did not report any alternative fuel usage.

DEPARTMENT OF AGRICULTURE (159,660)*	1%
DEPARTMENT OF CONSERVATION (380,262)	0%
DEPARTMENT OF CORRECTIONS (516,876)	4%
DEPARTMENT OF ECONOMIC DEVELOPMENT (11,780)	10%
DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION (64,457)	3%
DEPARTMENT OF HEALTH AND SENIOR SERVICES (57,510)	3%
DEPARTMENT OF INSURANCE (28,765)	0%
DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS (4,928)	7%
DEPARTMENT OF MENTAL HEALTH (147,630)	2%
DEPARTMENT OF NATURAL RESOURCES (258,222)	1%
DEPARTMENT OF PUBLIC SAFETY (824,571)	1%
DEPARTMENT OF REVENUE (26,431)	4%
DEPARTMENT OF SOCIAL SERVICES (371,231)	3%
DEPARTMENT OF TRANSPORTATION (4,856,758)	29%
LINCOLN UNIVERSITY (1,670)	8%
MISSOURI STATE UNIVERSITY (17,226)	0%
OFFICE OF ADMINISTRATION (179,207)	9%
OTHER STATE ORGANIZATIONS (12,805)	3%
SOUTHEAST MISSOURI STATE UNIVERSITY (39,248)	0%
UNIVERSITY OF MISSOURI (252,261)	7%
<b>TOTAL ALT-FUEL VEHICLES (8,244,673)</b>	<b>18%</b>

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<b>DIESEL VEHICLES</b>	
DEPARTMENT OF PUBLIC SAFETY (24,362)**	26%
DEPARTMENT OF TRANSPORTATION (4,213,705)	34%
<b>TOTAL B20 USAGE (4,238,068)</b>	<b>33%</b>

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<b>MISSOURI STATE FLEET</b>	<b>18%</b>
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\*Amount in parentheses is total fuel consumption expressed in gasoline gallon equivalents

\*\*Amount in parentheses is total diesel consumption expressed in gasoline gallon equivalents



## Appendix C

**Exempt vehicles** are vehicles operated by state agencies and designated for duties that exempt the vehicles from vehicle fuel efficiency and alternative fuel requirements. These duties include off-road, maintenance, construction, trailer transport, law enforcement and emergency vehicles. Exempt vehicles also include vehicles that exceed the 8,500 gross vehicle weight rating (GVWR).

**Eligible or non-exempt vehicles** are those vehicles operated by state agency fleets that are required to meet vehicle fuel efficiency and alternative fuel requirements. Most eligible vehicles are used primarily for commuting from one location to another on established roadways.

**GGE (or “gasoline gallon equivalents”)** is used as a unit of measure for alternative fuels. GGE is based on the fuel’s energy content rather than the at-the-pump unit of measure normally shown in unit volume. An example of this is the comparison of a gallon of E85 to a gallon of gasoline. Since the energy content of E85 is less than that of gasoline, one gallon of E85 is equivalent to 0.7130 gallons of gasoline. As applied throughout this report, check Appendix C for more information on the conversion of alternative fuels from at-the-pump units of consumption to GGE.

As defined by Section 414.400, RSMo, alternative fuels are those motor vehicle fuels that are not substantially unleaded gasoline or diesel, and otherwise contribute to potential energy security and environmental benefits. Gasoline gallon equivalent (GGE) is used throughout the report as a unit of measure for alternative fuels. GGE is based on the fuel’s energy content rather than the at-the-pump unit of measure, normally shown in unit volume. An example of this is the comparison of a gallon of 85 percent ethanol (E85) to a gallon of gasoline. Since the energy content of E85 is less than that of gasoline, one gallon of E85 is equivalent to 0.7130 gallons of gasoline.

**Unit Consumption Conversion Table of Vehicle Motor Fuels,  
At-the-Pump Units to Gasoline Gallon Equivalents (GGE)**

Fuel Type	At-the-Pump Units	BTU/Unit	GGE/Unit
Gasoline	Gallon	115,000	1.0000
E85	Gallon	82,000	0.7130
Propane	Gallon	89,000	0.7739
CNG	Cubic Feet	1,000	0.0087
Diesel	Gallon	130,000	1.1304
Biodiesel (20)	Gallon	128,800	1.1200
Biodiesel (100)	Gallon	124,200	1.0800
Electric	Kilowatt hour	3,413	0.0297



# Appendix D

## List of Summary Tables

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**MISSOURI STATE FLEET  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	432		4,942,843	194,699		\$499,125		\$239,496
	LDTs, Vans and SUVs	1,193		7,860,320	479,603		\$1,171,841		\$604,165
	Exempt Vehicles	2,812	1,393		4,047,427		\$10,053,001		\$3,386,669
Hybrid Electric	Cars and Station Wagons	11		117,116	3,999		\$12,032		\$5,204
	LDTs, Vans and SUVs	8		101,166	4,439		\$11,781		\$3,641
	Exempt Vehicles	4	2		2,460		\$5,420		\$3,980
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	28		175,049	13,064	93	\$37,038	\$267	\$29,271
	Exempt Vehicles	501	1,888		3,233,229	253,364	\$8,321,562	\$778,845	\$7,154,410
E85	Cars and Station Wagons	1,464		22,980,029	816,270	74,165	\$2,041,010	\$167,618	\$1,026,741
	LDTs, Vans and SUVs	844		10,856,544	532,974	45,002	\$1,321,697	\$100,877	\$548,259
	Exempt Vehicles	1,439	202		1,708,351	12,018	\$4,184,953	\$20,340	1,096,775
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	4		28,057	3,517	319	\$8,573	\$538	\$3,962
	Exempt Vehicles	3	3		1,995	61	\$5,068	\$97	\$4,813
All Electric	LDTs, Vans and SUVs	22		25,990		2,275		\$0	\$14,900

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**ATTORNEY GENERAL  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	5	0		682		\$1,818		\$2,122
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	0	\$0	0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	16	0		11,715	124	\$28,653	\$232	\$6,604
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**SECRETARY OF STATE  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	3		44,226	1,168		\$2,988		\$2,283
	LDTs, Vans and SUVs	1		9,062	374		\$924		\$112
	Exempt Vehicles	1	0		353		\$967		\$3,650
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		624	0	\$1,960	\$0	\$1,744
E85	Cars and Station Wagons	7		93,482	1,614	1,214	\$4,251	\$3,109	\$4,342
	LDTs, Vans and SUVs	3		20,818	285	577	\$693	\$1,512	\$1,530
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**STATE AUDITOR  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	1		1,196	92		\$237		\$478
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**STATE TREASURER  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	1		983	128		\$321		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	1		16,109	641	18	\$1,640	\$52	\$767
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF AGRICULTURE  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	6		33,583	1,126		\$2,876		\$2,274
	LDTs, Vans and SUVs	31		306,868	15,209		\$39,333		\$9,232
	Exempt Vehicles	1	21		35,971		\$90,978		\$15,747
Hybrid Electric	Cars and Station Wagons	1		15,714	606		\$1,585		\$1,000
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	17		30,923	0	\$89,902	\$0	\$21,934
E85	Cars and Station Wagons	68		1,078,282	39,341	164	\$101,890	\$408	\$30,528
	LDTs, Vans and SUVs	88		1,557,016	69,950	820	\$176,020	\$1,884	\$45,334
	Exempt Vehicles	4	7		13,676	1,471	\$35,856	\$3,867	\$3,493
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

Many management functions of the Missouri State Fleet in Jefferson City are centralized under the Office of Administration. Day-to-day decisions and record keeping tasks are performed by each agency. Therefore, the operations data used to generate this table was provided by the Missouri State Agencies that use on-road and off-road vehicles to accomplish their official duties.

Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF CONSERVATION  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	5		38,864	2,013		\$5,400		\$6,262
	LDTs, Vans and SUVs	12		134,008	7,737		\$19,637		\$7,167
	Exempt Vehicles	531	267		808,397		\$2,083,453		\$1,114,896
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	1	137		169,081	0	\$511,090	\$0	\$234,206
E85	Cars and Station Wagons	15		174,821	6,487	17	\$16,699	\$13	\$11,240
	LDTs, Vans and SUVs	48		535,796	24,551	171	\$63,780	\$68	\$29,178
	Exempt Vehicles	138	5		157,965	90	\$409,549	\$48	\$165,181
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF CORRECTIONS  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	31		469,908	20,784		\$52,649		\$20,907
	LDTs, Vans and SUVs	44		202,541	14,477		\$36,492		\$18,320
	Exempt Vehicles	166	154		198,903		\$476,307		\$157,957
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		1,883	292	0	\$721	\$0	\$0
	Exempt Vehicles	0	97		225,019	0	\$612,176	\$0	\$183,179
E85	Cars and Station Wagons	160		2,675,817	102,429	10,475	\$252,157	\$25,716	\$114,351
	LDTs, Vans and SUVs	119		2,529,015	122,953	17,701	\$284,141	\$43,107	\$74,260
	Exempt Vehicles	7	9		12,243	184	\$28,088	\$493	\$2,886
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	3		24,895	3,326	319	\$8,053	\$538	\$3,681
	Exempt Vehicles	0	3		809	61	\$2,114	\$97	\$1,254
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF ECONOMIC DEVELOPMENT  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	3		35,491	1,541		\$3,708		\$1,168
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	1	0		55		\$149		\$108
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	14		197,508	6,162	1,675	\$15,514	\$3,920	\$11,218
	LDTs, Vans and SUVs	9		81,924	4,424	0	\$10,502	\$0	\$3,208
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF ELEMENTARY AND SECONDARY EDUCATION  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	11		129,602	4,543		\$11,253		\$4,277
	LDTs, Vans and SUVs	5		25,314	1,079		\$2,892		\$978
	Exempt Vehicles	0	5		727		\$1,804		\$990
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	42		35,717	0	\$108,574	\$0	\$123,157
E85	Cars and Station Wagons	32		481,778	15,085	1,953	\$38,444	\$4,500	\$12,076
	LDTs, Vans and SUVs	15		189,746	6,968	914	\$18,455	\$2,101	\$8,092
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF HEALTH AND SENIOR SERVICES  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	8		30,073	1,036		\$2,649		\$1,547
	LDTs, Vans and SUVs	1		1,215	174		\$476		\$146
	Exempt Vehicles	0	2		1,116		\$3,047		\$2,506
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		1,336	0	\$4,193	\$0	\$543
E85	Cars and Station Wagons	76		1,445,338	48,022	1,949	\$127,957	\$6,317	\$52,990
	LDTs, Vans and SUVs	7		116,487	5,697	95	\$14,628	\$235	\$4,779
	Exempt Vehicles	0	1		814	14	\$2,175	\$39	\$180
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF HIGHER EDUCATION  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	1		4,230	155		\$363		\$81
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	1		12,562	473	0	\$1,103	\$0	\$697
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF INSURANCE  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	8		85,446	2,869		\$7,399		\$591
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	2		22,911	750		\$2,051		\$2,056
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	46		683,098	25,503	88	\$68,151	\$215	\$36,739
	LDTs, Vans and SUVs	6		60,989	3,158	59	\$7,360	\$182	\$2,124
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF LABOR AND INDUSTRIAL RELATIONS  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	15		169,540	7,501		\$19,625		\$8,450
	Exempt Vehicles	5	0		2,470		\$6,554		\$1,200
Hybrid Electric	Cars and Station Wagons	1		8,331	282		\$805		\$166
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		532	0	\$1,660	\$0	\$690
E85	Cars and Station Wagons	6		56,965	1,761	467	\$4,626	\$1,202	\$838
	LDTs, Vans and SUVs	2		39,017	2,233	0	\$5,758	\$0	\$581
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF MENTAL HEALTH  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	49		353,747	17,931		\$44,589		\$54,580
	LDTs, Vans and SUVs	67		366,009	22,811		\$54,371		\$45,130
	Exempt Vehicles	2	52		17,964		\$44,707		\$33,294
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	14		10,186	0	\$28,510	\$0	\$11,110
E85	Cars and Station Wagons	146		1,650,347	64,983	3,885	\$159,299	\$10,370	\$88,591
	LDTs, Vans and SUVs	105		1,055,017	63,279	521	\$153,521	\$1,716	\$118,101
	Exempt Vehicles	0	13		4,717	0	\$12,560	\$0	\$5,591
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF NATURAL RESOURCES  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	9		76,729	2,653		\$6,867		\$1,437
	LDTs, Vans and SUVs	88		958,263	46,628		\$122,056		\$40,553
	Exempt Vehicles	105	75		107,864		\$292,266		\$104,525
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	2		26,901	1,020		\$2,525		\$2,152
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		4,810	532	0	\$1,359	\$0	\$0
	Exempt Vehicles	0	89		72,355	0	\$205,099	\$0	\$116,071
E85	Cars and Station Wagons	70		720,365	25,273	976	\$64,621	\$2,436	\$28,863
	LDTs, Vans and SUVs	134		1,334,186	70,064	3,641	\$183,446	\$9,197	\$49,917
	Exempt Vehicles	85	18		75,839	21	\$189,748	\$44	\$53,350
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	1		3,162	191	0	\$521	\$0	\$281
	Exempt Vehicles	3	0		1,186	0	\$2,954	\$0	\$3,559
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.



**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF PUBLIC SAFETY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	29		504,322	22,612		\$51,767		\$12,920
	LDTs, Vans and SUVs	29		291,965	18,282		\$46,576		\$15,856
	Exempt Vehicles	784	91		1,341,083		\$3,214,086		\$723,199
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	4	31		16,049	1,112	\$43,073	\$3,461	\$45,251
E85	Cars and Station Wagons	46		693,411	24,233	0	\$61,379	\$0	\$23,238
	LDTs, Vans and SUVs	18		134,270	6,602	0	\$17,571	\$0	\$8,142
	Exempt Vehicles	540	59		769,164	294	\$1,827,365	\$655	\$406,437
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF REVENUE  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	3		42,861	2,209		\$5,303		\$2,037
	LDTs, Vans and SUVs	1		8,431	515		\$1,232		\$3,270
	Exempt Vehicles	0	1		822		\$1,998		\$150
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	1		722	0	\$2,214	\$0	\$512
E85	Cars and Station Wagons	35		415,524	16,173	1,425	\$38,819	\$3,425	\$19,487
	LDTs, Vans and SUVs	15		195,241	8,420	9	\$19,932	\$18	\$10,894
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF SOCIAL SERVICES  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	33		702,283	23,684		\$60,053		\$21,493
	LDTs, Vans and SUVs	11		231,049	10,532		\$26,666		\$9,420
	Exempt Vehicles	4	88		44,671		\$118,038		\$95,321
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	4		5,011	0	\$15,295	\$0	\$16,433
E85	Cars and Station Wagons	428		7,779,329	288,083	14,638	\$713,659	\$36,672	\$406,392
	LDTs, Vans and SUVs	101		1,347,731	59,392	1,712	\$151,814	\$4,274	\$49,184
	Exempt Vehicles	7	0		6,425	16	\$16,519	\$46	\$3,224
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**DEPARTMENT OF TRANSPORTATION  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	5		79,251	2,732		\$6,602		\$1,304
	LDTs, Vans and SUVs	15		212,296	10,652		\$25,981		\$6,935
	Exempt Vehicles	573	432		1,186,919		\$2,957,225		\$786,708
Hybrid Electric	Cars and Station Wagons	1		4,448	130		\$289		\$235
	LDTs, Vans and SUVs	1		15,817	622		\$1,614		\$791
	Exempt Vehicles	4	0		1,473		\$3,783		\$3,444
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	2		9,334	329	93	\$766	\$267	\$1,002
	Exempt Vehicles	460	1,323		2,478,055	252,252	\$6,148,620	\$775,384	\$6,166,133
E85	Cars and Station Wagons	49		764,598	20,609	8,359	\$50,985	\$17,451	\$16,715
	LDTs, Vans and SUVs	11		152,628	8,385	1,655	\$20,824	\$3,612	\$5,503
	Exempt Vehicles	582	74		603,967	4,139	\$1,504,941	\$9,490	\$393,695
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**OFFICE OF ADMINISTRATION  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	39		648,127	21,673		\$53,838		\$34,978
	LDTs, Vans and SUVs	86		452,608	31,004		\$75,087		\$43,794
	Exempt Vehicles	21	49		32,802		\$76,093		\$36,566
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	1	25		27,741	0	\$81,699	\$0	\$42,087
E85	Cars and Station Wagons	199		3,490,308	101,370	21,293	\$253,747	\$47,583	\$137,480
	LDTs, Vans and SUVs	45		590,555	28,084	2,075	\$70,530	\$4,904	\$36,027
	Exempt Vehicles	3	1		1,526	307	\$3,708	\$858	\$708
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**OTHER STATE ORGANIZATIONS  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	5		81,718	4,804		\$12,353		\$2,077
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	12		185,592	6,209	430	\$16,017	\$1,434	\$5,880
	LDTs, Vans and SUVs	7		136,782	6,160	182	\$15,677	\$600	\$6,798
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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State organizations included under the category of other state organizations are the State Offices of the Governor, Lieutenant Governor, Legislature and Judiciary.

**SUMMARY TABLE  
VEHICLE OPERATIONS**

**HARRIS-STOWE STATE UNIVERSITY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	16		100,000	10,667		\$26,667		\$14,453
	Exempt Vehicles	0	2		1,333		\$3,333		\$1,807
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**LINCOLN UNIVERSITY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	3		22,060	1,161		\$3,471		\$220
	LDTs, Vans and SUVs	20		120,086	5,170		\$13,364		\$1,012
	Exempt Vehicles	63	3		17,541		\$52,448		\$4,600
Hybrid Electric	Cars and Station Wagons	4		21,803	634		\$1,719		\$0
	LDTs, Vans and SUVs	4		46,467	2,335		\$6,326		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	6		9,468	786	0	\$2,447	\$0	\$0
	Exempt Vehicles	1	0		551	0	\$1,722	\$0	\$176
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	2		3,342	28	184	\$92	\$449	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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At-the-pump units are cubic feet for CNG; kWh for electric; and gallons for gasoline, diesel, E85 and propane. Biodiesel (B100) consumption figures are shown on the summary table under the diesel vehicle categories as the alternative fuels.



**SUMMARY TABLE  
VEHICLE OPERATIONS**

**MISSOURI SOUTHERN STATE UNIVERSITY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	7		42,307	2,078		\$4,060		\$12,218
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	32	0		8,746		\$17,089		\$22,426
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**MISSOURI STATE UNIVERSITY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	19		98,762	3,015		\$7,620		\$9,250
	LDTs, Vans and SUVs	148		847,689	67,628		\$95,146		\$55,667
	Exempt Vehicles	0	0		0		\$0		\$0
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	8		77,695	4,133	0	\$11,482	\$0	\$20,865
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
E85	Cars and Station Wagons	2		13,598	1,520	0	\$3,971	\$0	\$4,587
	LDTs, Vans and SUVs	11		150,426	11,036	0	\$25,754	\$0	\$13,306
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	9		6,325		0		\$0	\$13,619

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Exempt vehicles are those vehicles that for reasons given in RSMo 414.400 - 414.417 are exempt from vehicle fuel efficiency and alternative fuel requirements. Eligible vehicles include only those vehicles that are eligible to meet vehicle fuel efficiency and alternative fuel requirements specified in RSMo 414.400 - 414.417.

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**SOUTHEAST MISSOURI STATE UNIVERSITY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	19		129,178	5,689		\$14,974		\$202
	LDTs, Vans and SUVs	20		85,683	8,939		\$23,019		\$269
	Exempt Vehicles	130	10		42,831		\$113,416		\$5,366
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	15	1		20,492	0	\$58,957	\$0	\$845
E85	Cars and Station Wagons	1		2,405	91	0	\$243	\$0	\$0
	LDTs, Vans and SUVs	8		22,036	2,577	0	\$6,842	\$0	\$57
	Exempt Vehicles	22	0		13,425	0	\$35,599	\$0	\$899
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**TRUMAN STATE UNIVERSITY  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	10		298,539	7,674		\$28,086		\$7,400
	LDTs, Vans and SUVs	15		160,248	9,736		\$22,761		\$9,707
	Exempt Vehicles	22	0		6,129		\$14,458		\$11,084
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	5	0		8,212	0	\$20,388	\$0	\$15,372
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	0		0		0		\$0	\$0

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**SUMMARY TABLE  
VEHICLE OPERATIONS**

**UNIVERSITY OF CENTRAL MISSOURI  
Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	4		22,654	2,265		\$5,277		\$2,759
	Exempt Vehicles	128	0		34,695		\$109,289		\$12,785
Hybrid Electric	Cars and Station Wagons	0		0	0		\$0		\$0
	LDTs, Vans and SUVs	0		0	0		\$0		\$0
	Exempt Vehicles	0	0		0		\$0		\$0
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	1		7,995	980	0	\$2,127	\$0	\$417
	Exempt Vehicles	6	4		5,230	0	\$17,520	\$0	\$5,738
E85	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	7		85		0		\$0	\$40

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**SUMMARY TABLE**  
**VEHICLE OPERATIONS**

**UNIVERSITY OF MISSOURI**  
**Fiscal Year 2015**

Vehicle Type	Description	Number of Vehicles		Miles Traveled	Fuel Consumption (at-the-pump units)		Cost		
		<= 8500 lbs	> 8500 lbs		Gas or Diesel	Alternative Fuel	Gas or Diesel	Alternative Fuel	Maintenance
Gasoline	Cars and Station Wagons	131		1,073,254	46,352		\$122,611		\$42,068
	LDTs, Vans and SUVs	557		3,070,894	183,198		\$501,349		\$308,380
	Exempt Vehicles	238	141		155,353		\$373,476		\$249,662
Hybrid Electric	Cars and Station Wagons	2		43,909	1,596		\$5,584		\$1,747
	LDTs, Vans and SUVs	1		11,981	462		\$1,316		\$697
	Exempt Vehicles	0	2		987		\$1,637		\$537
Diesel	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	11		63,864	6,013	0	\$18,136	\$0	\$6,987
	Exempt Vehicles	8	100		125,341	0	\$368,911	\$0	\$169,228
E85	Cars and Station Wagons	50		348,792	20,210	5,138	\$45,839	\$2,796	\$19,723
	LDTs, Vans and SUVs	90		603,522	28,725	14,685	\$74,360	\$27,019	\$81,244
	Exempt Vehicles	35	15		36,875	5,358	\$90,190	\$4,568	\$54,526
CNG	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
Propane	Cars and Station Wagons	0		0	0	0	\$0	\$0	\$0
	LDTs, Vans and SUVs	0		0	0	0	\$0	\$0	\$0
	Exempt Vehicles	0	0		0	0	\$0	\$0	\$0
All Electric	LDTs, Vans and SUVs	6		19,580		2,275		\$0	\$1,241

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